

SHIPPING NEWS FROM ALL PARTS OF THE WORLD

NEW RATES WIDEN GAPS IN SEA FARES

Luxury Liners Considerably
More Than Modest Ships
—Cuts \$5 to \$25.

Circulars detailing the new transatlantic fares agreed upon recently were sent yesterday to ticket agents throughout the United States by the various departments of steamship lines. The reductions, ranging from \$5 to \$25 in first and second class minimum rates on nearly all the liners, are effective tomorrow.

Both winter and summer rates are reduced, the latter constituting 10 per cent higher than the off season fares. It was revealed, however, that the summer season has been shortened two months, so that the higher rates are effective eastbound from April 1 to July 31 instead of May 1 to August 31, and westbound from July 1 to October 31 instead of from May 1 to October 31. Second class rates, as before, are uniform for the entire year.

The Majestic's first class fares are cut \$5, bringing them to \$350 for the winter season and \$375 for the summer, and second class fares are cut from \$165 to \$155. The Olympic of the White Star Line and the Aquitania and Berengaria of the Cunard Line are reduced for both first and second class passengers, bringing the minimum first class rate to \$150, according to sea, and the second class to \$135.

First class fares for the Cunarder Mauretania are reduced \$5, to \$240 and \$24; the White Star liner Homeric and the French liner Paris are cut \$10, to \$230 and \$23; the French liner France is lowered \$35 to \$295 and \$240; the White Star liner Adriatic and the Holland-America liner Rotterdam \$5, to \$205 and \$205.

The most considerable reductions, both in dollars and in proportion to the total fare, are made on the newer, larger and older ships. From a winter rate of \$350 in first class the Baltic, Cedric and Celtic of the White Star Line are cut to \$355; the Lafayette of the French Line to \$355; the Carmania and Caronia of the Cunard Line to \$300; the Cunarder Sicilia, Lusitania and Samaria to \$195; the Holland-American liner New Amsterdam to \$155.25, and the Red Star liner Lapland to \$195.25.

The American ships of the United States Lines participate in the reductions, winter rates, first class, on the steamer Washington being reduced from \$350 to \$325; the American to \$325 to \$300, and on the President Harding and President Roosevelt from \$305 to \$290. Rates on the cabin ships President Arthur and President Fillmore are cut from \$120 to \$115.

Other reductions on the smaller ships of the fleet are as follows: the winter rates, first class, are Anchor Line, \$180; French liner Savoie from \$350 to \$340; French liner Sava from \$350 to \$340; Red Star liners Kroonland, Finland and Zealand, \$195 to \$172.50, and Holland-American liners Noordam and Ryndam, \$195 to \$180.

As a result of the readjustments the gap between the luxury liners and their more modest running mates is widened, and first class fares are brought closer to second class and cabin fares. For instance, it costs now only \$35.50 more to travel first class by the Finland than second class by the Olympic.

**SHIPPIERS FORCE DOWN
CHARTER RATES AGAIN**

**Reports of Further Depression
Circulate in Market.**

The close of the week showed the ship charter again under partial control of the shippers, who were able to force some concessions in rates, especially for grain cargoes to Europe. This appeared to be only the inevitable reaction after the phenomenal advances of the earlier weeks of the month and there were reports of further depression.

It was predicted in certain quarters that the bumper grain crop of Argentina would restrict business from American ports, and in support of this view there were twenty charters done in London on a single day recently for voyages from South America, whereas local shippers seemed not at all desirous to contract for tonnage for January or February. Shippers, however, refused to be stampeded and in the main held out for better rates.

A steady demand continues for tonnage on time charter for the West Indies and rates tend upward. Small ship owners in one or two instances have been able to get more than \$2 a ton, highest the best rate obtainable. Medium size ships have been going at about \$1.40.

The coal market is stagnant, as there are no longer any orders here for British coal and American merchants have not been able to reawaken the export market. The feature of the lumber trade remains the Pacific-Atlantic business, for which tonnage is proving hard to obtain.

NEW LINER FOR BRAZIL.

LONDON, Dec. 2.—The Hamburg-South America Steamship Company has ordered a new liner from the United States, 17,000 tons, to be built for the Hamburg-to-the-Times. The new vessel, like the two soon to be launched at Danzig, is for the Brazilian service. It will accommodate 500 cabin passengers and 2,000 third class.

NEW PANAMA CANAL RECORD.

PANAMA, Dec. 2 (Associated Press).—Records for the number of ships passing through the Panama Canal in one month and tolls collected were broken in November. Reports show that 312 vessels paid \$1,284,441 tolls.

Navy Orders

Special Dispatch to THE NEW YORK HERALD.
Washington, D. C., Dec. 2.

These navy orders have been made public by Rear Admiral Newton A. McCully, to board of inspection and survey, Washington, D. C., and Captain Edward F. Clement, to recruiting station, Buffalo, N. Y.

Lieutenant Lawrence H. Brown, to U. S. S. Utah.

Chief Warrant Officer W. S. Vega.

Lieutenant Benjamin G. Holton, Medical Corps, to Virgin Islands.

Lieutenant George W. Welsh, Medical Corps, to Naval Hospital, G. W. Welch, Medical Corps, to Naval Hospital, Mare Island.

Army Orders

Special Dispatch to THE NEW YORK HERALD.
Washington, D. C., Dec. 2.

These army orders were made public to-day:

INFANTRY.

Major Col. James H. to New Orleans, Sherman, First Lieutenant John D. to Fort Sheridan.

SIGNAL CORPS.

Gunner, Capt. Arthur E. to Fort Bliss.

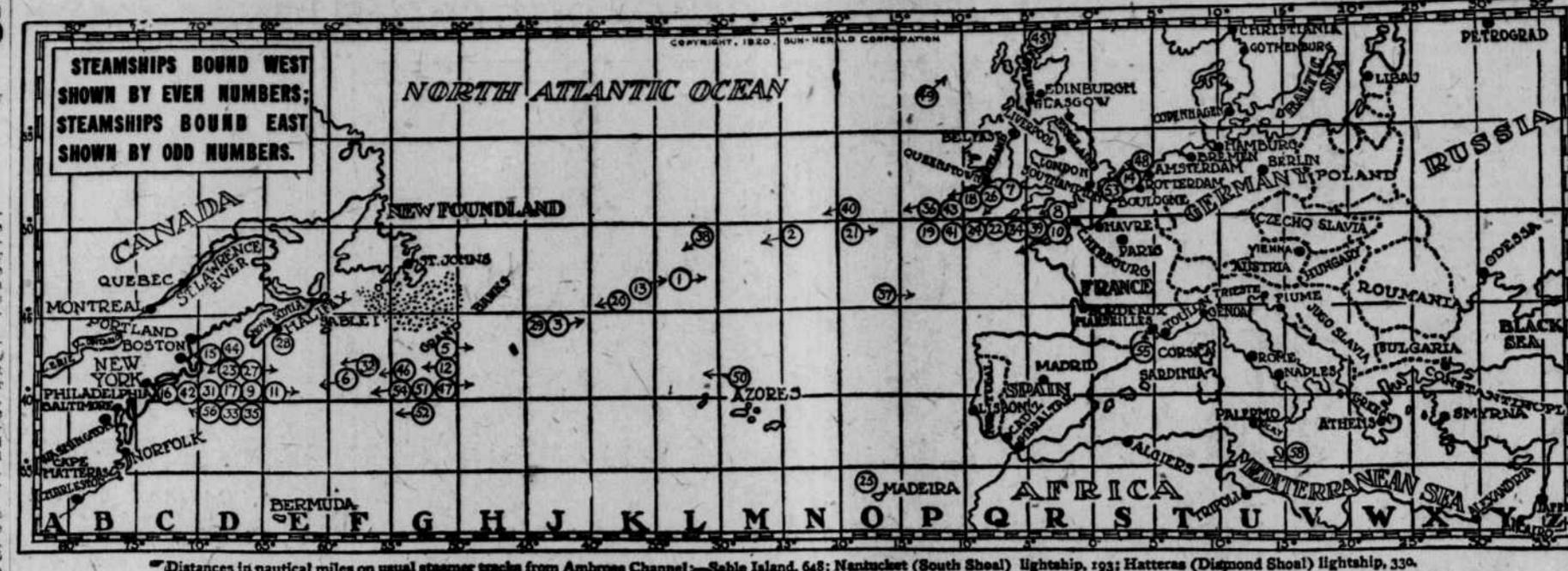
COAST ARTILLERY CORPS.

Kerr, Capt. Creighton, to Honolulu.

MEDICAL CORPS.

Burgess, Major Neal M. to San Antonio.

ATLANTIC LANES NOW FILLED WITH CHRISTMAS SHIPS



Holiday Passengers and Gifts
Are Moving in Both
Directions.

Nearly all of the fifty-five liners shown on the chart to-day may be called Christmas ships. The eastbound fleet of twenty-eight not only have aboard a multitude returning to homes to spend the holidays with families still permitted in most foreign places, but also stacks of gifts from friends in Europe. Thousands upon thousands of packages of parcels now are on the way to Germany and the countries of afflicted central Europe. The Mount Carroll (R-29), for Hamburg, carries 6,000 bags, and the American liner Manchuria (G-5), also has a large number destined for Germany.

These ships have bound for ports of the Vikings as they take back to their old homes many hundreds of folk who will return, chiefly to Western farms, early in the spring. They believe in a large and jolly holiday. The Viking-carriers are the Helle Olav (G-7) and the Scandinavian liner Aniline, the Swedish-American liner Stockholm and the Norwegian-American steamship Bergensfjord.

Stormy weather is now the rule on the Atlantic lanes and even if they were not crippled, the Cunarder Mauretania (O-21), with one turbine out of commission, would be unlikely to make more than average passage as she has to cross the stormy ocean like most of the storm-tossed fleet. Other big ships that may have to do a little creeping are the White Star liner Olympic (E-11), off yesterday for Cherbourg and Southampton, with many voyagers who will pass their Christmases in England, including Louis Mountbatten and his bride.

A large number of Americans are on the Atlantic to-day bound for home, particularly ambitious to celebrate

Key to Chart of Steamships Crossing the Atlantic

POSITIONS SHOWN AS AT NOON TO-DAY.
LETTERS DENOTE LONGITUDINAL SECTIONS IN WHICH STEAMSHIPS ARE LOCATED.

Letter.	No.	Name.	Line.	From	To
N	2	America	United States	Bremen, Southampton, Cherbourg and Queenstown	Bremen and Bremen
F	4	Pres. Van Buren	United States	Bremen, Southampton and Cherbourg	United States—Queensland
R	8	Pres. Polk	United States	Bremen, Southampton and Queenstown	London, Cherbourg and Liverpool
R	10	Pres. Roosevelt	United States	Bremen, Southampton and Cherbourg	London, Cherbourg and Liverpool
G	12	Mongolia	American	Hamburg	Hamburg
S	14	Minnehaha	American	Hamburg	Hamburg
A	16	Aristide	White Star	Hamburg	Hamburg
G	18	Celtic	White Star	Hamburg	Hamburg
K	20	Homeric	White Star	Hamburg	Hamburg
Q	22	Pittsburgh	White Star	Hamburg	Hamburg
Q	24	Berengaria	Cunard	Hamburg	Hamburg
Q	26	Carmania	Cunard	Hamburg	Hamburg
E	28	Tyrrhenia	Cunard	Hamburg	Hamburg
F	30	Roussillon	French	Bordeaux and Vigo	Bordeaux and Vigo
Q	32	Paris	French	Havre and Bremen	Havre and Bremen
P	34	Mount Clay	United American	Hamburg	Hamburg
L	36	Montcalm	Canadian Pacific	Hamburg	Hamburg
O	40	Metagama	Canadian Pacific	Glasgow for St. John	Glasgow for St. John
C	42	Columbia	Anchor	Glasgow	Glasgow
D	44	Stavangerfjord	Norwegian-American	Bergen	Bergen
S	46	Bayard	French-American	Bremen	Bremen
M	48	Britannia	French	Bremen	Bremen
G	50	Patris	French	Bremen	Bremen
G	52	Constantinople	National Greek	Piraeus	Piraeus
D	54	America	Navigations Generale Italiana	Genoa and Naples	Genoa and Naples
V	56	Acropolis	American	Black Sea—Constantinople, Piraeus and Patras	Black Sea—Constantinople, Piraeus and Patras

Letters denote longitudinal sections in which steamships are located.

CLOSING OF MAILED

PORT OF NEW YORK, SATURDAY, DEC. 2, 1922

Steamers Due in New York.

DUE SUNDAY, DECEMBER 3.

Steamer From Agents.

Steamer From Agents.